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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. A new harbor basin was built in the area north of Czajkowski Street to the Kaszubski Basin. This basin could be used by foreign ships of ten thousand tons or less. This harbor basin appeared to be complete in every detail and was servicing ships in October 1951. A series of new spur railroad lines were built to the harbor. These spur lines ran from under the Czajkowski Street bridge north to the harbor basin. The bridge spanned the railroad lines south of the harbor basin and was patrolled day and night by two female sentries. [redacted] this new harbor basin was called the Czechoslovakia Free Harbor. At the point of this harbor at the intersection of Kaszubski Basin and Gornoslaski Basin a new coal-loading machine was built.
2. New harbor facilities were built in the basin south of the intersection formed by Przemyslowy canal and the Parnica River, and north of Czajkowski Street. This northern section of the harbor had new overhead crane facilities for loading and unloading. In the southern part of the basin was flood water space from Czajkowski Street south end of a dam. All along the basin, Czajkowski street used the dam as an aqueduct. Before the building of the dam there used to be a bridge in the same location.
3. The Zmogusa bridge over the Parnica River at the northwest end of Czajkowski street was only partially repaired. This bridge had a double trolley-car track running over it.
4. The Sobieski Bridge crossing the Parnica River northwest of Zmogusa Bridge was being rebuilt.
5. The highway bridge on the southeast end of Czajkowski Street and over the Regalica Channel was in emergency repair and the Poles started to rebuild this bridge.
6. The railroad bridge which ran from Czajkowski Street toward the harbor free port station east of the Soviet Free Port was in a state of provisional repair. This bridge had only one railroad track running over it.

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7. The bridge running from Dworcowa Street to Celna Street and spanning the Oder had a street-car track running over it.
8. There were two railroad bridges in service south of Szczecin near Podjuchy (Podejuch ~ 054/Q55). These bridges spanned the Oder and the Ost-Oder (eastern Oder) and were about five hundred meters apart. The northern bridge of the two was being made into a double-track bridge. The southern bridge was only single track.
9. The Soviet Free Port area, the basins south of Grodzki Canal and Dunczwa River, had a decrease in traffic flow since July 1954. [redacted] this port area will be returned to the Poles in the near future. This return was based on the fact that the Russians exported all of their reparations from this port and these facilities were no longer of value to the Russians. 25X1
10. [redacted] the entire Szczecin harbor area was a restricted area to the civilian population. The civilians who worked at the port were issued special passes from the WOP (Military Border Guard). 25X1
11. The harbor controls in Szczecin became quite strict in 1952 [redacted] 25X1
[redacted] there were a lot of females in uniform who did guard duty in the Szczecin harbor. 25X1

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